

VALLEY FLYERS



NEWS LETTER
AUGUST 1967

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PRESIDENTS' CORNER

..... and so the Nats are history. I can not at this time give you the results but by the time of the meeting, we should have it all, good, bad and indifferent.

A few comments about the 4th of July air show might be in order.

Frankly, the interest shown by the general public in our hobby was considerably more than I would have guessed. There were lots of questions as to where, when and how.

For those that missed the show, the turn out was fantastic. Probably twice the crowd of last year. There were many aircraft of all sorts but my favorite was a P.T. 17 that was flawless. Absolutly perfect in all it's glory.

-----Change of subject-----

Some time ago a modeler (R/C type) had an engine. It flew it's attached airplane about with a roar and an occasional sputt! All was well.

Then one day an unknown force grabbed his airplane and dashed into the ground. Ah me! The poor little engine was busticated. It was shipped of to the great and omnipotent engine makers.

The little engine was re-made and fixed.

Our hero carefully replaced the fixed engine in his re-fixed airplane and hooked up the fixed radio and went to the field to play the part of the great aviator.

Alas, the fixed engine had new parts that needed "breaking in". Our hero is not surprized that the fixed engine does not have the pazazz that it used to have. It needs time and use to get it to "come in".

Time passes. Fuel passes. Airplane passes/passed. Props pass. Good disposition passes. The little fixed engine does not want to "come in".

Our hero is asked many questions about the little engine. Are gaskets blown? Glow plug OK? Piston in right? Cylinder in right? ect, ect, ect, ad nauseam.

He avows that all is well. He had taken it carefully apart and carefully put it back together again. "It had been fixed".

On one occasion the engine was taken apart to look at the "fix job" that had been done. It was observed that the fix was un-fixed!

Well-----the little fixed engine had the un-fixed condition surgically repaired and the re-fixed engine was then re-replaced in the expectant airplane.

Now let me tell you we now know what the trouble was. The little engine wanted to be repaired, not fixed!

Ask Ken Hall about it sometime?!

Earl

NEXT MEETING:

TUESDAY. AUGUST 8, 8:00 P.M.

ENCINO WOMAN'S CLUB

Pictured below is our nomination for the best RC club in creation, The Valley Flyers: A beautiful shot by our photographer extraordinaire, Reed Packard.



PACKARD PHOTOGRAPHY
SUN BANK

Our July meeting, which was held at the flying field, turned out to be a good one. We had a tremendous turnout, as can be seen by the picture, and we even held a raffle. Much fun was had by all.

I hope that all of you have seen the safety rules that we have posted at the field. The club was granted permission to post the impressive sign, so long as we were willing to provide it, which we did. Please read and heed.

Now that Ye Olde Editor is finally out of school, he had envisioned unlimited flying sessions with his latest toy. The Golden bird, alas, is no more. After about 60 fine flights on my Futura, I decided to practise spins one night. Note ye now, this is the first airplane that I have ever had that would spin every time a spin was commanded. Needless to say, I commenced to enter spins at lower and lower altitudes until the inevitable occurred. I entered a three turn spin with a scant $2\frac{1}{2}$ turns of altitude. The resulting crash could be heard county wide. As Clarence Lee succinctly stated to me after I had remarked upon my lack of intelligence to him: "Yup, it sure was a stupid thing to do." My radio gear survived, even though the ship hit hard enough to leave my Max .40 with an egg-shaped intake. Back to the Kwksilver.

I understand that Clarence got tangled up with a prop and did some rather serious damage to his hand. I hope that all heals up well, those props can be rather nasty.

Our next meeting looks to be a good one. Dick Norsikian and Bill Hutcheson are going to give a demonstration on foam wing sheeting. I believe that they are going to sheet a stormer wing. Should be interesting. Don Dewey, of RC Modeler Magazine is going to be our guest speaker in September. Should be another interesting session.

I find myself now with a most distasteful duty to perform. You no doubt remember the psychedelic airplane constructed and finished(?) by our inimitable Les Kesner. I find it my duty to inform you that while attempting Air Force Qualification testing with this little jewel, the Red Baron struck again. No sooner had Les gotten airborne with his new machine, than the dirty Baron came flashing out of the sun with guns flashing and sent our untried hero smashing into the ground. Many a vile shout could be heard and many fists were seen shaking at the Red Baron as he did his victory rolls up into the blue and disappeared. Someday.....

My own 4/3 size 3/4 size Ugly Stik (That's full sized folks) is finally finished. I (over)powered mine with one of the new Max H60 rear intake mills and this is quite an engine. Pulls that thing straight up. I made a tail dragger out of mine and located the main gear about 1 inch behind the leading edge of the wing. Although I was expecting all kinds of problems on take off, the thing just rolls straight ahead and takes off, no sweat. The only problem is the severe weathervaning in the wind due to the very large fin, you just cannot taxi it when there is any wind at all.

The Nats should be about over by the time that you read this and I have been unable to get any results yet. Larry Leonard is going to give a complete report at the August meeting.

I want to thank the following members for their much needed help at our 4th. of July Air Show Display. In addition to the club officers, the following people showed up to help:

The Kempf brothers
Willie Gardner
Perc Megginson
Eliot Shulman

Reed Packard
Whit Stockwell
Tom Evans
Alan Parks

Woody Woodward
Frank Capan

If I have missed anybody, please accept my apologies.

I guess that does it for this month folks, see you at the field.

From Oklahoma

(Mid-west Correspondent)

I was asked by a few of you, before I left your fair state, to write an article on the finish I had on the "Savage".

There are many ways to obtain a fine finish, but since the following method was introduced to me by Wayne Mainwright, I have found it to be easy and allows you to perform rework as you go along, which is an important factor.

Materials Used:

Dupont #30 hi-speed lacquer type-primer surfacer.
Dupont #3608 lacquer thinner.
Dupont #3979 lacquer retarder
Nason Automotive finisher, acrylic lacquer.
Linseed oil - any name brand.
320 and 600 grit wet sand paper.
Vista-auto rubbing compound - for lacquer finishes (Fine Grit).
Elbow grease (a lot of it).

Of course, first you construct your toy in any manner you choose. I always silk mine; they seem to hold together longer when you have it wrapped, plus, you have a ready-made sack in which to carry it home when that unfortunate prang occurs. I apply the silk wet and use any good model dope. Sand down the frayed edges, (if any.)

Preparation:

Thin the #30 primer with #3608 thinner until it sprays nicely. After one or two coats of primer, you can detect any imperfections in contours and surface. These are sanded with 320 grit, wet. All bad areas are filled with primer (thick), straight from the can with finger or brush. Let dry and sand. When all surfaces are smooth, spray one more thin coat of primer and sand with 600 grit, wet. All surfaces should be covered with primer.

Painting:

I used Nason paint which is a special mix, purchased from an auto paint store on Burbank Boulevard, near Coldwater, (I believe.) Thin color with #3608, about 50-50 or until it sprays real thin. Apply two (2) wet coats. Allow to dry and sand with 400 grit, wet. Then apply about three more coats, determined by the color you use. As you know, some colors cover well and some do not. Sand with 600 wet.

For the final coat, mix color with thinner, the same as before, except add 3% of 3979 retarder and a small cap of linseed oil. The retarder will prevent paint from drying too quickly which results in cracks; the linseed oil makes the paint flow nicely. If you desire, clear lacquer may be mixed with color, about 10%. Allow final coat to dry 24 hours and sand lightly with 600 wet. Rub out with lacquer rubbing compound (Fine Grit).

Avoid letting raw fuel run on finish. The exhaust waste will not harm it.

Fine Finishing,
Good Flying,
Jim Sinclair

ADDENDUM

1967 Los Alamitos Nationals Results:

Class III Expert:

- 1- Phil Kraft
- 2- Ron Chidgey
- 3- Ted White
- 4- Jim Kirkland
- 5- Larry (Kraft Jr.) Leonard
- 6- Tony Bonnetti
- 7- Harold Tomm
- 8- Jim Whitley
- 9- Don Coleman

Class III Novice:

- 1- Mike Bridges
- 2- Bud Atkinson
- 3- Hooper
- 4- Vartarian
- 5- Joe Stream

Scale:

- 1- Lou Procter -Neuport "Vee Strutter" Scout
- 2- Maxy Hester -PT-19
- 3- Dr. H. Auerhan - Great Lakes
- 4- Frank Capan- OV-10 COIN Fighter
- 5- Bud Atkinson T-34

Goodyear:

- | | |
|------------------|----------------|
| 1- Joe Foster | Rivets |
| 2- Cliff Weirick | Midget Mustang |
| 3- Bob Frances | Ballerina |
| 4- Ray Downs | Little Mite |
| 5- Ed Keck | Midget Mustang |

August/Sept contests:

- | | | |
|-----------------|--------|--------------------|
| August 19/20 | Fresno | Goodyear |
| September 2/3/4 | Madera | Stunt and Goodyear |

REPORT

A very comprehensive nationals was sent to me by Nate Rambo, but I did not receive it in time to incorporate it into this newsletter. In essence, Nate seems to indicate that this was the best Nats yet; class I and II are dead; Wide World of Sports will show the Goodyear event(in part) on ABC Sept 2, 1967; the Valley Flyers were extremely well represented by contestants.

Nate's article is extremely complete and I will print it in the September newsletter, even though it may be a bit dated. There probably are many like myself that didn't get a chance to go to the Nats and would be glad to read about it.

Larry